

American College Men in Red Cross. A hundred of them are manning ambulances at the front in France. Read the story of their heroic devotion in next Sunday's SUN.

The Sun.

THE WEATHER FORECAST.
Fair to-day and to-morrow; moderate wind.
Highest temperature yesterday, 57; lowest, 40.
Detailed weather, mail and marine reports on page 11.

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SEES FILM MAD HUSBAND KILLED IN BRIDGE LEAP

Driven by Movie Ambitions, Philadelphian Jumps 200 Feet.

HAD JOB PROMISED: BODY NOT RECOVERED

The ambition of Harry Clark, a young machinist of West Philadelphia, to become a movie picture actor and thrill thousands by his daring led him yesterday morning to leap from a cable fifty feet above the roadway of Brooklyn Bridge into the river, more than 200 feet below. He struck on his back, and was probably instantly killed. His body has not been recovered.

On a nearby pier, among the crowd that had come from Philadelphia to watch his attempt, was Clark's young wife, who had been unable to restrain him. As he jumped she turned away and shielded her face with an umbrella.

Since his marriage two years ago Clark, who lived at 3833 Lancaster avenue, West Philadelphia, had been working as an expert machinist in the Pennsylvania shops at a salary of \$22 a week. About six months ago Clark, who was always ambitious to better himself, became discontented at his lot and endeavored to get a position as a moving picture daredevil. He was not successful.

He told his wife that he was sure that he could make good if he would give him a chance. He said that he intended to prove his nerve and get notoriety by jumping from a higher point on Brooklyn Bridge than any other jumper. Before his marriage Clark, who was 31 recently, had jumped from the Harrisburg Bridge and also from the Fairmount Park bridge over the Schuylkill River in Philadelphia. Knowing that his wife had the nerve to make the leap, Mrs. Clark begged him not to for her sake. He reluctantly promised. Several times since then he mentioned the abandoned project regretfully. One day last week he came home and announced that he would get a job from a Philadelphia film concern if he would risk his nerve by making the jump.

Wife Begged Him Not To

Mrs. Clark pleaded with him not to do so, and her brother, John Mitchell, who lives with them, also endeavored to dissuade him, but he refused to listen. He spread the news among his fellow workmen in the railroad shops that he was going to jump the bridge, and six or eight of his close friends in the shops agreed to come to New York to watch him.

On Saturday night Clark, his wife and brother-in-law and two friends, James F. Peterson, a liquor dealer of 3612 Haring street, and Mrs. Bella Robinson of 1611 Harris street, arrived at the Pennsylvania Station. They spent the night at a nearby hotel, and yesterday morning, Clark, declining to listen to the entreaties of his wife who had come to the city in the hope of moving him at the last moment, made his way to the bridge alone.

The remainder of the little party went back to the Pennsylvania Station, where they met eight of the machinist's brother workmen who had come on with them. They went to a pier at the foot of Dover street, jutting out into the river almost under the big bridge.

Pedestrians on the promenade noticed Clark as he walked up the incline from the Manhattan end of the bridge, for he had taken off his coat and hat and pulled up the sleeves of his shirt, although it was raining slightly.

As he reached a point near the middle of the bridge, Clark jumped on to one of the huge suspension cables, which slope to the level of the walk from the top of the two stone towers. Holding on to the cable with his hands, he stepped a steel brace about fifty feet above the promenade running from the pier to the tower.

He then stepped on to the edge of the cable on the south side of the bridge. Straddling the support, he turned his way across over the B. E. tracks, the trolley tracks and the roadway to the outer cable.

Burglars Police Man's Order.

By this time Clark's actions had attracted the attention of several trolley inspectors and Police Officer Arthur Schiff, who were far down the bridge on the Manhattan side. Martin jumped on a car and arrived as the machinist stepped on to the outer cable.

"Come down from there," the bluecoat shouted. "Don't get excited," said Clark calmly to the policeman.

"I'm coming down all right," he replied. Martin, an several hundred feet above the middle of the bridge and clambered upon the outer cable. As he made his way up, holding tightly to the cable, Clark waved his hand for help.

He held on to the cable for some distance, then he stepped cable and dropped. As the policeman neared him he jumped.

He fell into the water, with feet straight down, until within thirty or forty feet of the water, when he turned so that his back struck the water with a loud splash.

He did not stop his head and shoulders above the surface of the water, a show of his head and shoulders on the bridge. There was blood gushing from the neck. The body sank.

The little group on the Dover street pier were stunned for a moment, and a moment later Clark screamed loudly. A policeman from the Oak street station rushed to the party to go to the station house. Mrs. Clark, her brother and Mrs. Robinson and Driscoll were escorted to Headquarters, where they are questioned for several days by Detective Gray, Capt. Devery and the district attorney.

The moving picture people who were with Clark on his way to the pier, and who were with him when he jumped, are being held at Headquarters for six days, the four were served with subpoenas to attend the coroner's inquest tomorrow morning. They were then allowed to leave.

POLICEMAN HALTS WILSON.

President's Car Compelled to Go Around Baltimore Parade.

BALTIMORE, May 30.—President Wilson was halted by Police Officer Daugherty this afternoon while driving through the city when his chauffeur endeavored to pass through a May Day procession. The President came here to visit his sister-in-law, Mrs. Joseph R. Wilson, a patient in a hospital.

The chauffeur said that he wanted to reach the Washington road, whereupon he was told he would have to get there some other way. The President ordered a detour. It was only when the secret service men came up that the occupants became known.

WASHINGTON, May 30.—President Wilson attended services this morning at the Central Presbyterian Church, following his custom. He was accompanied by Miss Margaret Wilson.

In the afternoon he motored to Baltimore and return. He did not leave his car in Baltimore, but after a drive through Druid Hill Park returned to Washington.

IMPOUNDED CANINES

KEEP CITIZENS AWAKE

Capt. Henry of West 135th Street Station Has His Troubles Now.

Hark! Hark! The dogs do bark! The howls of every kind. Keep Captain Dominick's cops awake. They must be ready for the night.

In fact not only the policemen themselves of the new West 135th street station, at 239, but the neighbors to the right and left and across the way from the big five-story house had little sleep last week. Harks, weak and strong, howls, loud and wailing, yelps, mournful and hopeless, emanating from dogs of every description, have rent the hitherto peaceful atmosphere of the neighborhood since Capt. Dominick Henry issued his ultimatum to unmuzzled canines of the precinct a week ago.

The captain, who seems, went up to command the precinct six weeks ago, and every morning since his mail man has brought batches of letters complaining about unmuzzled dogs biting children and generally disturbing unoffending anatomy. Capt. Henry ordered at once another pad of summonses to distribute to his men with special instructions to catch every stray dog that crossed their path or ran around it and serve summonses on dog owners who paraded their pets unmuzzled.

What a harvest they made. Every time Capt. Henry turned another policeman had brought in another hound of another kind of noise making apparatus until every key in the canine octave was represented, tuned to pitch and tempo. Of course the dogs brought in late had to remain in the cellar overnight. On Thursday night there were thirty free boarders below stairs. That night nobody slept. Meanwhile sixty persons have been summoned and sixty dogs in all executed.

PRISON FOR "MEANEST FLIRT."

He Oiled Two Girls in Bronx Zoo Monkey House.

The "meanest kind of masquerade" one who flirted in the monkey house of the Bronx Park Zoo—was sentenced to the workhouse for "a period of six months" last night by Magistrate House in the night court. The defendant, a man named Colozzo, 27 years old, of 806 East 14th street, who said he was a laborer but whose delicate hands led to doubt of that, got the penalty for his offense. Colozzo annoyed women in the monkey house yesterday by passing remarks and jostling them.

He tried it once with two girls in front of the chimpanzee cage and they turned on him with well piled umbrellas and mesh bag and drove him all around the place. They would not give their names or make a complaint, but Police Officer Hager, who rescued him from the beating, arrested him and made the charge himself. Magistrate House did the rest.

FISH UPSETS 600 POUND TRIO.

They're Sure, After Ducking, Isank Walton Wasn't Fat.

At least three persons in this city are certain Isank Walton was not fat. Mr. and Mrs. Otto Specht and their son-in-law, Joseph Kramer, of 111 Montauk avenue, East New York, whose combined weight is about 600 pounds, have decided that fishing is a bad business for persons of their build, especially when conducted from an unstable rowboat.

A twelve pound fluke pulled the trio into Jamaica Bay yesterday, kept them clinging to the bottom of their overturned boat for almost half an hour and caused Mrs. Specht to require the aid of a physician to extract several pints of water she had swallowed.

The fluke started matters by getting impaled on Mrs. Specht's hook. Her husband, who tips the scales at 250 pounds, got a glimpse of the fish as his wife tried to haul it in.

"It's a whopper!" he cried. "Let me help!" He scrambled to his wife's side and the boat began to tip. The fluke just then gave a mighty tug and the rowboat turned over.

The three clung to the bottom of the craft until a motorboat party discovered them and took them to Canarsie landing. The fluke got away!

SPAIN MAKING SIEGE GUNS.

Its Artillery Will Rush Order for 25,000 Shells Also.

Special Cable Dispatch to THE SUN. PARIS, May 30.—Despatches from Madrid says that Spanish artillery are hastening the construction of twenty field batteries of fifty siege guns and 25,000 shells.

GERMAN REPLY TO U. S. REFUSES TO STOP SUBMARINE WAR ON MERCHANT SHIPS; LAYS BLAME FOR LUSITANIA LOSS ON THE CUNARD COMPANY---ASKS FURTHER DISCUSSION

TEXT OF GERMAN GOVERNMENT'S REPLY ON LUSITANIA

Special Cable Dispatch to THE SUN.

BERLIN, via The Hague, May 30.—The text of the German reply to the American note regarding the sinking of the Lusitania and other incidents of Germany's submarine warfare was made public here to-day. It is as follows:

The Imperial Government has subjected the statements of the United States to careful examination and has a lively wish to contribute in a frank and friendly manner to clear up any misunderstanding which may have entered into the relations between the two Governments through the events mentioned by the American note.

With regard to the Cushing and Gulfight incidents the American Embassy already has been informed that it is far from the intention of the German Government to order attacks by submarines or fliers on neutral ships in the war zone not guilty of any hostile act. On the contrary, most explicit instructions have repeatedly been given to the German armed forces to avoid attacking such vessels.

If neutral ships have come to grief through German submarine warfare during the past few months by mistake it is a question of isolated and exceptional cases which are traceable to the misuse of flags by the British in connection with carelessness or suspicious actions on the part of ships. In all cases where a neutral vessel through no fault of its own has come to grief through German submarines or fliers, according to the facts as ascertained by the German Government, this Government has expressed its regret at the unfortunate occurrence and has promised indemnification where the facts justified it. Germany will treat the cases of the American steamers Cushing and Gulfight according to the same principles. An investigation is in progress and the results will be communicated to the Embassy shortly.

If necessary, the investigation can be supplemented by a call on the International Commission of Inquiry, as provided for in Article III. of the Hague agreement of October 18, 1907.

WARNED FALABA PASSENGERS.

In the case of the sinking of the English ship Falaba, the commander of the German submarine had the intention of allowing the passengers and crew ample opportunity to save themselves. It was not until the captain disregarded the order to lay to and took to flight, sending up rockets for help, that the commander ordered the crew and passengers by signal from a megaphone to leave within ten minutes. As a matter of fact he allowed them twenty-three minutes and did not fire a torpedo until suspicious vessels were hurrying to aid the Falaba.

With regard to the loss of life when the British passenger steamer Lusitania was sunk, the German Government already has expressed deep regret to neutrals concerned that nationals of those countries lost their lives. The Imperial Government is unable for the rest to reject the impression that certain important facts most directly connected with the sinking of the Lusitania may have escaped the attention of the American Government. It therefore considers it necessary in the interests of the clear and full understanding aimed at by both Governments primarily to convince itself that the reports of the facts which are before the two Governments are complete and in agreement.

The Government of the United States proceeds on the assumption that the Lusitania is to be considered as an ordinary unarmed merchant vessel. The Imperial Government begs in this connection to point out that the Lusitania was one of the largest and fastest English commercial steamers constructed with Government funds as an auxiliary cruiser and is expressly included in the navy list published by the British Admiralty.

REPLY AN AD INTERIM NOTE, VON JAGOW EXPLAINS

BERLIN, via London, May 30.—The Imperial German Foreign Secretary, Gottlieb von Jagow, explained to-day that the German Government had sent an ad interim note to the United States and not a final answer to President Wilson's communication, because there seem to be points of fact involved which are variously viewed. He said:

The issues involved are of such importance and the views in regard to the Lusitania show such variance that the German Government believed it essential to attempt to establish a common basis of fact before entering into discussion of the issues involved.

We hope and trust that the American Government will take the same view of the case and let us know in what points their understanding of the facts differs from the German viewpoint as set forth in the note, and in what points they agree, before looking for a direct answer to their communication.

The American note, of course, leaves the way open for a preliminary discussion of the situation, as suggested in the German note. I hope that such a common basis of fact once established, may serve as the groundwork for further conversations.

It is moreover known to the Imperial Government from reliable information furnished by its officials and neutral passengers that for some time practically all the more valuable English merchant vessels have been provided with guns, ammunition and other weapons and furnished with crews specially practised in manning guns. According to reports here, the Lusitania, when she left New York, had guns aboard which were mounted under deck and masked.

The Imperial Government furthermore has the honor to direct the particular attention of the American Government to the fact that the British Admiralty by secret instructions in February of this year advised the British merchant marine not only to seek protection behind neutral flags and markings, but even when so disguised to attack German submarines by ramming.

High rewards were offered by the British Government as a special incentive for the destruction of submarines by merchant vessels and such rewards already have been paid. In view of these facts, which are satisfactorily known to the Imperial Government, it is unable to consider British merchant vessels any longer "undefended territory" in the zone of war designated by the Admiralty and staff of the Imperial German navy. German commanders consequently are no longer in the position to observe the rules of right of capture with which they invariably complied before this.

MUNITIONS TO KILL GERMANS.

Lastly, the Imperial Government must specially point out that on her last trip the Lusitania, as on earlier occasions, had Canadian troops and munitions of war aboard, including no less than 5,400 cases of ammunition destined for the destruction of brave German soldiers who are fulfilling with self-sacrifice and devotion their duty to the Fatherland.

The German Government believes it acts in just self-defence when its soldiers, with the means of war at their command, destroy ammunition destined for the enemy. English steamship companies must have been aware of the dangers to which passengers aboard the Lusitania were exposed in the circumstances. In taking them aboard in spite of this the company deliberately tried to use the lives of American citizens as protection for the ammunition carried and violated the clear provisions of American laws, which expressly prohibit and provide punishment for carrying passengers on ships which have explosives aboard.

The company thereby wantonly caused the death of so many passengers. According to the express report of the submarine commander concerned, which is also confirmed by all other reports, there can be no doubt that the rapid sinking of the Lusitania was primarily due to an explosion of her cargo of ammunition caused by a torpedo. Otherwise there was all human probability that the passengers would have been saved.

The Imperial Government holds the facts recited to be of sufficient importance to recommend them to careful examination by the American Government. The Imperial Government begs to reserve final statements of its position with regard to the demands made in connection with the sinking of the Lusitania until a reply is received from the American Government and believes it should recall here that it took note with satisfaction of the proposals of good offices submitted by the American Government to Berlin and London with a view of paving the way for conduct of the maritime war between Germany and Great Britain.

The Imperial Government furnished at that time ample evidence of its good will by its willingness to consider these proposals. The realization of these proposals failed on account of their rejection by Great Britain.

Discussing the question of the British blockade of Germany, Herr von Jagow said:

The question of foodstuffs and raw materials is not a question of necessity for Germany, but one of principle. Germany has shown, I think, that it cannot be starved out by Great Britain's embargo on foodstuffs. We may be a little short of some one or another particular food product, but we have enough to live on and keep up the struggle.

The same is true of raw materials, with which, according to the London declaration, belligerents have no right to interfere when they are not specifically destined for the armed forces of any enemy.

Germany is able to get along, even if the imports of such materials are cut off. Germany, however, objects to the coal embargo of the British Cabinet that when it is unable to defeat the German armies legitimately on the battlefield it is entitled to try to force the nation to its knees by economic pressure, disregarding all accepted precepts and regulations of war.

The analogy of the besieged fortress does not apply to Germany. The resident who settles in a fortress does so cognizant of the risk and aware that he can leave before the siege begins. But there is no precedent for the siege of the civilian population of a whole nation in its own land with no possibility of escape. Germany will fight such an unjustified method of war with all the means at her disposal.

U. OF P. NURSES GO ON STRIKE. Six Finally Quit, Refusing to Attend Tubercular Patients.

PHILADELPHIA, May 30.—Three nurses connected with the class of 1917 at the University of Pennsylvania training school for nurses refused to attend the tubercular patients at the Henry Phipps Institute under orders from Supt. Marion Smith, and the entire class backed up its colleagues by going on a strike to-day.

After various conferences between the strikers and the board of managers the affair was patched up and all returned to their classes except six. These young women quit the school, refusing to face similar conditions again.

ZEPPELINS RAID HELSINGFORS.

Passenger Ships and Cotton Sheds Destroyed by Bombs.

Special Cable Dispatch to THE SUN. LONDON, May 30.—Zeppelins raided Helsingfors to-day and burned the cotton sheds by dropping incendiary bombs. Passenger steamers also were destroyed.

Washington Waits to Learn Sentiment of Nation Before Acting

Officials Fear President May Let the Issue Be Shelved Unless Strong Attitude of Nation Forces Drastic Action

FALABA SUNK ONLY WHEN RESCUE SHIPS WERE SEEN BY SUBMARINE

Berlin Reserves Final Expression of Opinion on Case of Cunard Liner Until It Is Informed of Details in Possession of U. S. Government

GERMAN CHARGES AND U. S. STAND

GERMANY asserts the Falaba's action in summoning aid caused the submarine commander to torpedo her before all passengers had escaped. UNITED STATES holds that no potential menace to the submarine justified causing the death of the American passenger Leon C. Thrasher.

GERMANY says unjustified attacks on neutral ships are due to carelessness or suspicious acts of the vessels concerned. UNITED STATES hold that on Germany rests the responsibility for not making mistakes.

GERMANY charges that the Lusitania was armed. UNITED STATES has officially declared the Lusitania left New York unarmed.

GERMANY charges that the Lusitania was a British auxiliary cruiser. UNITED STATES holds the Lusitania was a British passenger ship, not engaged in the service of the British Government at the time she was sunk, but operating only in her normal capacity of merchant service between New York and Liverpool.

GERMANY charges that England ordered British merchantmen to attack German submarines. UNITED STATES holds that only evidence that the Lusitania did attack a submarine would make this contention admissible.

GERMANY declares herself unable to regard British ships undefended British territory. UNITED STATES holds that the laws of humanity and nations forbid attacks on neutrals and merchant vessels on the high seas.

GERMANY charges that the United States law was violated by the presence of explosives on the passenger ship Lusitania. UNITED STATES holds that the American law regarding explosives on passenger ships never applied to rifle cartridges.

GERMANY invites the United States to end submarine operations by obtaining a change in British trade policy. UNITED STATES holds it cannot bargain in American lives or the rights of humanity.

WASHINGTON, May 30.—The full text of the German reply to President Wilson's note was received here tonight from unofficial sources and was even more disappointing to Administration officials than last night's summary of its contents.

The German note is looked upon as unacceptable to this Government, but no decision has been reached as to the course of action that will be pursued by the United States. This will depend chiefly upon the expressions of public sentiment in this country within the next few days.

The text discloses that Germany concedes even less to the United States than was supposed from the summaries that had been wired from Berlin. On the most vital point in President Wilson's note—his demand for prompt action to prevent a recurrence of the Lusitania outrage—the German note not only is silent but contains a statement which is interpreted as a reiteration of the Imperial Government's determination to pursue her submarine operations.

"It [the Imperial Government], says the note, 'is unable to consider British merchant vessels any longer 'undefended territory' in the war zone designated by the Admiralty and staff of the Imperial navy. German commanders consequently are no longer in the position to observe the rules of right of capture with which they invariably complied before this.'"

[The words "undefended territory" are used in the translation of the German reply cabled to THE SUN. The corresponding paragraph in the translation sent to the Associated Press is as follows:

"[The Imperial Government, in view of these facts, 'indefinitely' 'knows' to it, is unable to regard British merchantmen in the zone of naval operations specified by the Admiralty staff of the German navy as 'undefended.'"]

Reserves Final Word.

The only way in which this flat statement of Germany's position is qualified is in a sentence in which the Foreign Office says that it reserves final statement of its position with regard "to the demands made in connection with the sinking of the Lusitania" until a reply is received from the American Government.

It is assumed here that Germany would not have made these flat reiterations of her policy in the face of President Wilson's demands unless she intended to stand by them to the end.

These statements are regarded as the most important in the note affecting as they do the vital principles underlying the case of the United States.

An examination of the text of the note shows also that Germany does not go as far in satisfying the United States as regards the Gulfight and Cushing as was represented in the Berlin summaries. Germany does not acknowledge that the attacks on these two American vessels were "unintentional." She does not even express regret for these attacks. She merely says that an investigation is in progress to determine the facts in these cases and if Germany is at fault she will offer her regrets and compensation in accordance with promises

already made to neutral nations in regard to neutral vessels. This is taken to mean that Germany, if she finds, as reports indicate, that the Gulfight and Cushing were carrying contraband of war will regard the attacks as justified, so far as her submarine programme is concerned.

As a matter of fact the only specific concession that the United States obtains from Germany is an expression of regret in regard to the loss of life of Americans on the Lusitania.